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Transit-Specific Development: *HTRZs, SAPs and TODs*

LRGC Transportation Team

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Why Transit-Specific Development?



Increase
transit
utilization

Pedestrian
safety

Planned,
mixed-use
development

Affordable
housing

Create a
sense of
community

Positive
environmental
impacts



Transit-Oriented Development (TODs)



A development strategy that aims to maximize developmental possibilities of **transit agency-owned land** near transit stations



Mixed-use, connected to other areas of the region via transit, and designed with the station as a prominent center



Designed through Station Area Plans (SAPs), with funding sources including Community Redevelopment Areas (CRAs), Transportation Reinvestment Zones (TRZs), and Housing and Transit Reinvestment Zones (HTRZs)

Program Requirements

Requirements:	Station Area Plans (SAPs)	Housing and Transit Reinvestment Zones (HTRZs)
Who applies?	Municipality applies to applicable Metropolitan Planning Organization	Municipality or public transit county with land-use authority
Who administers?	Municipality	GOEO
Boundary	½ mile radius of a rail station; or ¼ mile radius of a bus station	⅓-mile radius Commuter Rail; ¼ mile radius Light Rail, BRT (up to ½ mile in SLCo or in development <500 acres)
Size	5 contiguous acres (min)	125 noncontiguous sq. acres (max)
Other key requirements	<ul style="list-style-type: none">• At least 51% of the acreage must be within the station area• Must be new, higher density units than the municipality allows• At least 10% must be moderate income housing	<ul style="list-style-type: none">• 10% of housing must be affordable housing• At least 51% of developable acres goes to residential, with an average density of 50 multi-family units per acre or greater



Housing and Transit Reinvestment Zone Act



S.B. 217 - GS 2021

(Sen. Harper)



Tax increment financing



What is an HTRZ?



Allows property and sales tax increment capture around transit to support project development costs



Limits increment capture by: radius around transit station; total acres; and number of years



Mixed-use project that promotes transit-oriented development objectives



Requires at least **10%** of housing to be affordable



Zoning must be in place before approval



Requires independent review and committee approval

Objectives

63N-3-603

Higher utilization
of public transit

Increasing availability of
housing

Conservation of water
resources

Improving air quality

Encouraging mixed-use
development

Encouraging investment in
transportation and public transit
infrastructure

Strategic land use and
municipal planning

Increasing access to
employment and educational
opportunities

Process

City Proposal



Independent Gap
Analysis



HTRZ Committee Review



Allowable uses of tax increment

Pay costs of bonds issued by municipality

Construction costs

Structured parking

Affordable housing costs

Land purchase costs

Cost to administer the HTRZ



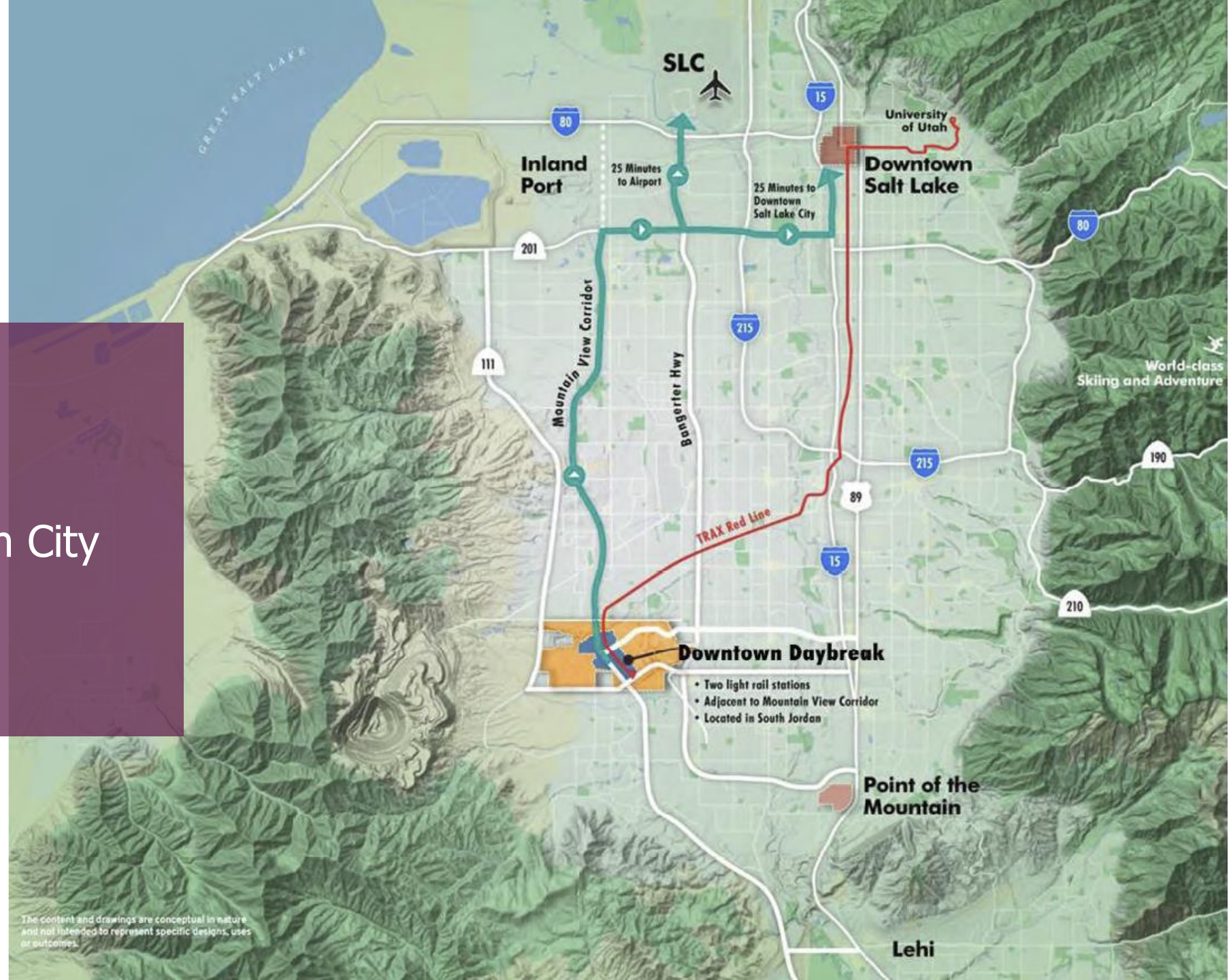
Requirements vary by mode

Variable requirement:	Commuter Rail	Light Rail	BRT
Units/acre (density)	50	50	39-49
Radius from station	1/3 mile	1/4 mile	1/4 mile
Max. acres (noncontiguous)	125	100	100
Max. tax increment capture	80% for 25 years per parcel, 45-year period	80% for 15 years per parcel, 30-year period	60% for 15 years per parcel, 30-year period
Total HTRZs allowed	No restrictions	8 in any county	No restrictions; 3 in SLCo



Approved HTRZ:

Daybreak, South Jordan City



South Jordan HTRZ

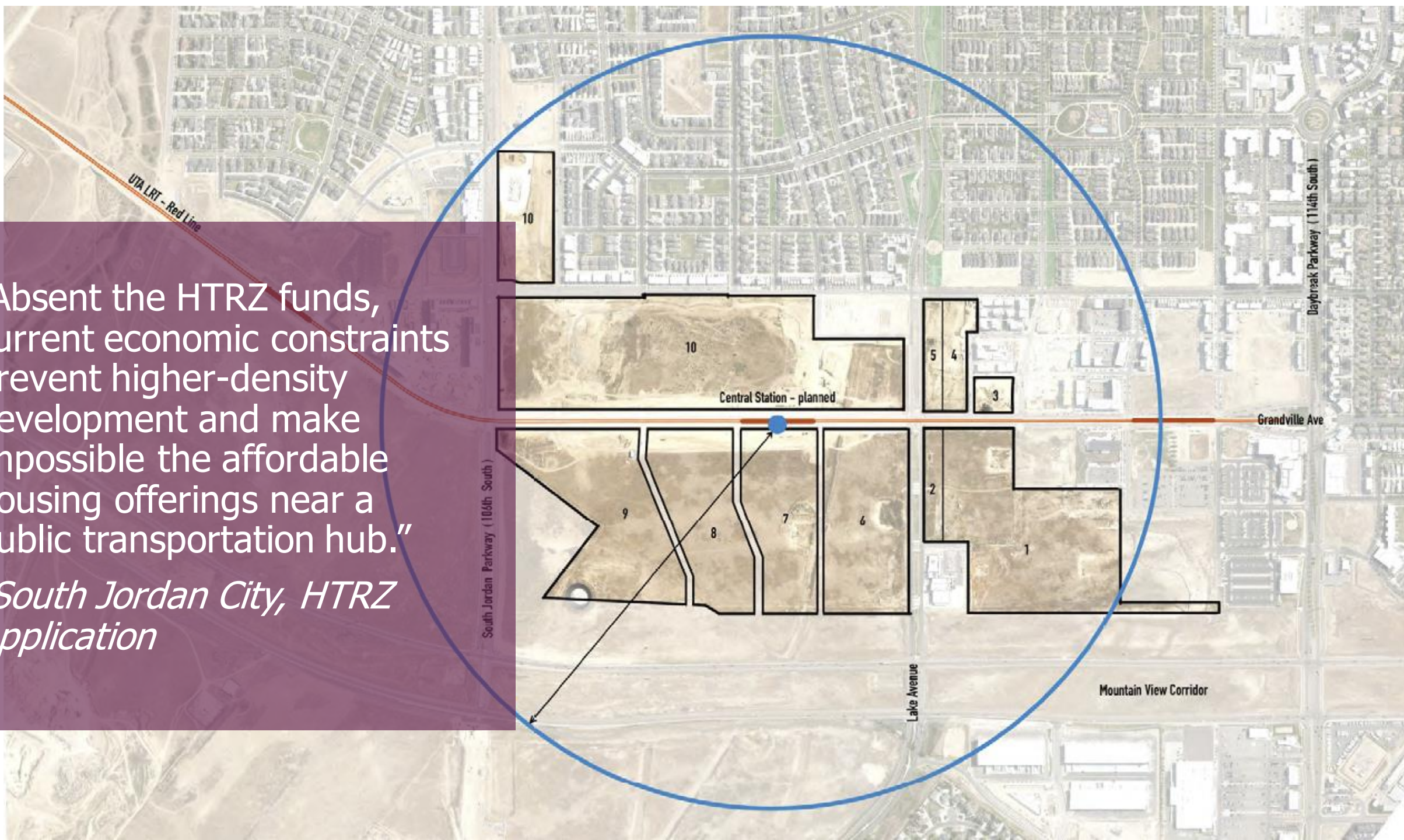


- **Mixed-use development**
 - 65 units/acre (4,724 total units)
 - 286,000 ft² retail space
 - 1.5 million ft² office space
- **Affordable housing**
 - 500 units (10.6% of total units)
- **Gap analysis**
 - \$512M gap
 - HTRZ will cover \$160M
- **Objectives**
 - 16 acres of open space
 - Connects to regional trails
 - Adds 7,000 office jobs and 9,000+ total jobs
 - Captures 30% car trips



“Absent the HTRZ funds, current economic constraints prevent higher-density development and make impossible the affordable housing offerings near a public transportation hub.”

-South Jordan City, HTRZ Application



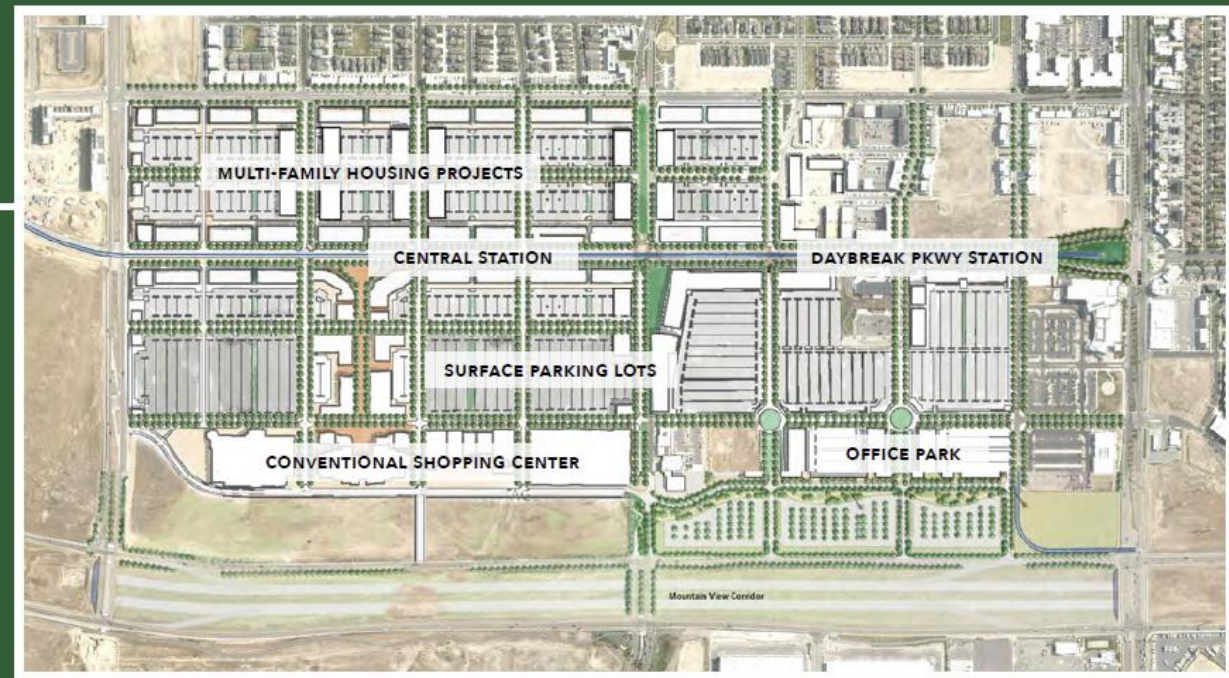
LAND PLAN COMPARISON:

Market Business Plan vs. HTRZ Area Plan

Market Business Plan

Less density and fewer residential units, more surface parking.

- Type V Construction – 3 and 4 stories only
- Maximum Gross Density – 30 units/acre
- Market rate, non-transit serving parking ratios – 1.8 /unit
- Not an integrated mixed-use plan
- Surface parking separates land uses and promotes driving through low proximity
- Delivery of Conventional Freeway Oriented Retail Development
- Lack of placemaking emphasizes Freeway Oriented Office Development



HTRZ Area Plan

Higher density and more residential units, less surface parking.

- Type I, III, & V Construction - 4+ stories – No Maximum Height
- Minimum Avg Gross Density – 65+ units/acre
- Reduced Target Parking Ratio – 1.0 /unit
- Stacked parking creates walkable proximity between land uses and TRAX
- Building proximity promotes foot traffic and micro-mobility around Central Station with small block scale with high permeability and trail frequency
- Creates station-to-station Live Work Learn Play ecosystem
- Walkable mixed-use high street retail, entertainment, office, multi-family center parallel to transit spine
- Placemaking and amenities developed to make urban living attractive to full demographic profile, including families: Home + Place, not just housing





AFFORDABLE HOUSING, TRANSIT AND OPEN SPACE





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